

BOROUGHBRIDGE & DISTRICT HISTORICAL SOCIETY

<http://www.boroughbridgehistory.co.uk>



NEWSLETTER JANUARY 2020

SPRING PROGRAMME

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TUESDAY, 14TH JANUARY

MICHAEL ABRAHAMS

THE 1869 NEWBY HALL FERRY DISASTER

TUESDAY, 11TH FEBRUARY

PETER FLEMING

MORE THAN COWBOYS AND INDIANS: THE STORY OF THE AMERICAN WEST

TUESDAY, 10TH MARCH

JUNE HILL

A FORGOTTEN EMIGRATION: YORKSHIRE FOLK LEAVING FOR NOVA SCOTIA 1772-1775

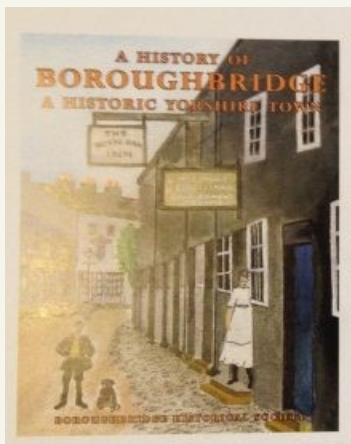
TUESDAY, 14TH APRIL

ERIC JACKSON

THE HISTORY OF ENGLISH CANALS

MEETINGS ARE HELD IN BOROUGHBRIDGE LIBRARY JUBILEE SUITE AT 7.30

ALL WELCOME: MEMBERS FREE; VISITORS AND GUESTS £3.00



A HISTORY OF BOROUGHBRIDGE

NOW AVAILABLE FROM TOURIST INFORMATION, PYBUS, AND OTHER SHOPS IN BOROUGHBRIDGE.

COPIES CAN ALSO BE BOUGHT AT MONTHLY BDHS MEETINGS

NOTES FROM THE CHAIRMAN

Happy New Year and welcome to 2020. This is a significant year for BDHS, it being our twenty five year anniversary. Sorry to disappoint but we are not providing a silver memento for every member. However, we are holding an event at the Crown Hotel on May 12th to celebrate. Colleagues from the Yorkshire Film Archive will join us to provide the evening's entertainment. We hope all members will be able to attend so please get the date in your diary now. This being a significant landmark for us we will be opening our doors to the wider community to join us for the celebrations.

2019 has been another excellent year for us. 'The History of Boroughbridge' has been reprinted (complete with title spelling error corrected) and is selling well. Work is underway for a future publication on the M.P.s of Boroughbridge (see page 10), with a small team of dedicated members working hard to uncover as much information as possible about the town's representatives in parliament. Mike Tasker gave a short talk about some of our colourful M.P.s at the AGM. The archives group continues to flourish

and beaver away. Please see Mike Tasker or Linda Dooks if you want to become involved.

During 2019 the society had an excellent programme of guest speakers. David Barley's choice of speakers remains 'spot on' as we continue to get very good numbers attending each meeting. We also had a successful field trip to Brompton, provided talks to various organisations, led Boroughbridge town tours and promoted ourselves through stalls at local shows.

At the AGM in September existing committee members agreed to continue in post. We are in the fortunate position of having a very capable and hard working committee and other volunteers who ensure the society continues to be well publicised, financially sound and that people are fed and watered at our weekly events. If you would like to become involved with the work of the committee don't hesitate to have a chat with any current committee member.

Peter Fleming

A VERY HAPPY NEW YEAR TO ALL

By the time you get this you will hopefully have had a good Christmas. Do you have somewhere special you would like to visit this Summer, likely to be of interest to other members and within easy distance by coach? If so, please let us know.

Christine and I will be thinking about the annual history trip very soon, so all suggestions are greatly appreciated.

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The Battle of Stamford Bridge

Chris Rock

Everyone has heard of the Battle of Hastings in 1066 but not everyone has considered how the outcome of that battle might have been very different without an earlier confrontation at Stamford Bridge. Chris Rock, from the Battlefields Trust, explained what happened at Stamford Bridge and speculated on what might have been when he gave his stimulating talk in October.

The death of King Edward the Confessor of England in January 1066 was followed by Harold being elected King by the Witenagemot. This triggered a succession struggle in which a variety of contenders from across north-western Europe fought for the English throne. These claimants included the King of Norway, Harald Hardrada. He attempted to seize the crown, helped by Harold's brother Tostig, who was exiled from England. They landed with a massive army of over 8,000 Norwegians in the North of England. They took York and declared Harald Hardrada King of England.

On hearing of the Viking (Norse) invasion, Harold Godwinson quickly gathered what men he could and marched 187 miles north to face him. They marched up to 45 miles a day, going as fast as they could and carrying their heavy kit with them. The two armies met at Stamford Bridge, just outside York, on 25 September 1066. It was a bloody battle and one in which Harold's army broke through the Viking invaders front line to go on and win the battle.



The battle as imagined by Peter Nicolai Arbo



Battle Memorial in Stamford Bridge

The Battle of Stamford Bridge was one of the most impressive victories any Saxon King ever won. Harold's men killed Harald Hardrada and Tostig. It was such a fierce battle that only twenty four of the three hundred ships that came to England returned to Norway.

Harold's celebrations of victory were short as news came of the impending Norman invasion with no-one left along the south coast of England to stop it. The Saxon army raced back to face the Norman invaders. Harold and his men must have been exhausted. Less than three weeks after Stamford Bridge, on 14 October 1066, the English army was decisively defeated and King Harold II fell in action at the Battle of Hastings, beginning the Norman conquest of England.

Turnpike Roads

Edgar Holroyd-Doverton

In November Edgar Holroyd-Doverton gave a very interesting talk to the society on the history of turnpike roads.

No organised, national road network existed until recently. During the middle ages what roads did exist were what we would now call tracks and rarely took a direct route between two places as they followed the contours of the land (except those that followed the route of old Roman roads).

Turnpike roads are stretches of road accessed through a barrier with a toll paid at a gatehouse. The name originates from 'pikes' used as barriers in warfare. They came into existence because landowners saw an opportunity to make money as the population rose and goods needed to be moved from place to place as early industrialisation occurred. The Tudors had passed legislation requiring the maintenance of parish roads (each able bodied man having to give three days of labour a year to the task) but roads only really began to improve in the 1700s through the establishing of turnpike trusts by act of parliament. There were 689 trusts by 1800, mainly around London and the South West.

In the early 1800s road building techniques improved due to engineers like Telford and McAdam and roads could be used all year round. However, turnpikes were not always joined up and so there remained large stretches of tracks and greenways which became difficult to use in winter.

After 1840 the importance of roads declined as goods began to be carried by railway. Trusts began to lose money and so roads fell into disrepair once again. It was only with the advent of local government that road maintenance began to be properly managed and a national network emerged. In the north turnpike roads were built but not in the same numbers as in the south; to this day some toll houses remain in the landscape, reminding us of a chapter of history now closed.

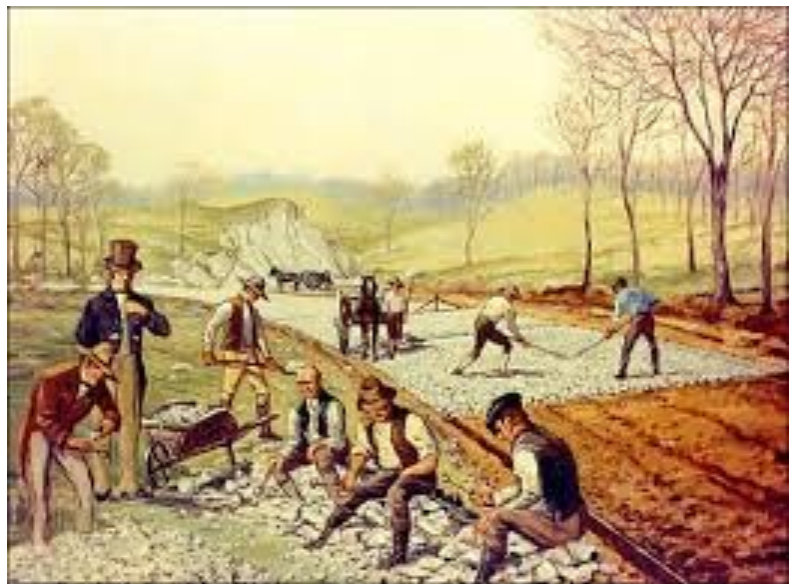


The Turnpike Stone on West Park
Stray in Harrogate



Many roads pre-turnpikes were simple tracks which became pot-holed and muddy during the winter months

Road builders laying a better engineered road for a turnpike trust. Such roads had a crushed stone base and were cambered. Water therefore drained effectively and the roads could be used all year round.



A picturesque reminder of the turnpike era. This booth is on the Lancashire-Yorkshire border between Todmorden and Littleborough.

Tramways of the Dales

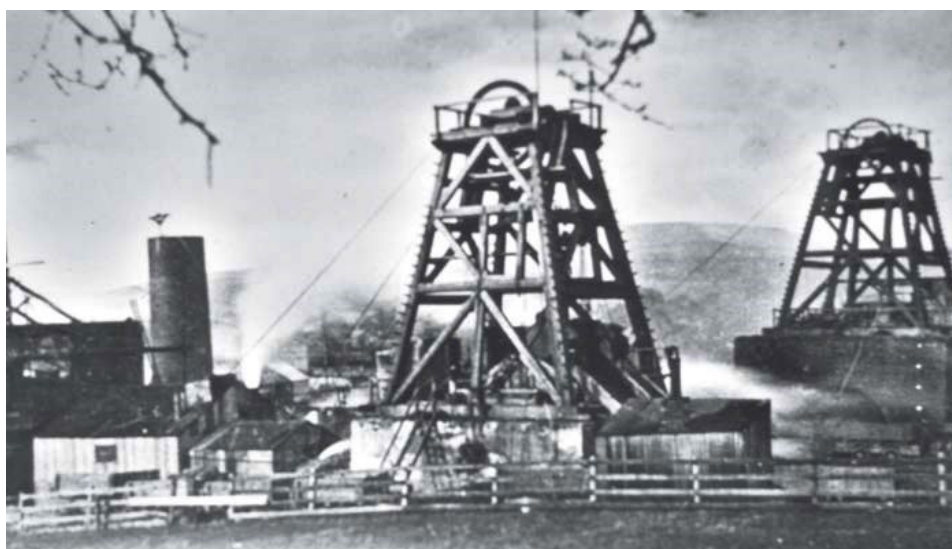
Stewart Liles

In December Stewart Liles gave a lecture on the private railways that existed across the Yorkshire Dales during the 1800s and into the 1900s. Today we associate the Dales with agriculture and tourism but Stewart's talk helped to remind us that during the nineteenth century the Dales had many people working in extractive industries, providing raw materials for our rapidly industrializing nation.

Many landowners built railway tracks across their land in order to move heavy materials from where they were mined and prepared to railway lines or canals for transportation to where they were needed. There were at least forty private railways in the Dales during the 1800s. Trucks were moved along these tracks by man-power, horse-power, steam-power and, in a few cases, gravity pulleys. Stewart gave some examples of such railways.

Ingleton had five private tramways at one point, to support local coal mining and granite quarrying. The latter had become important with the boom in railway building as crushed rock was used for ballast. Greenhow had tracks laid for lead mining, the most famous mine workings being at Trollers Gill. Ribblesdale, especially Langcliffe, had many limestone quarries and railway tracks to move the limestone or quicklime to the Settle-Carlisle railway track. At Langcliffe remains of the massive Hoffman Kiln can still be explored.

Stewart illustrated his talk with many interesting pictures of the tramlines in use and also of some of the remains in the landscape we see today.



Winding Gear for Ingleton Coal 1914



Ingleton Quarry as it appears today

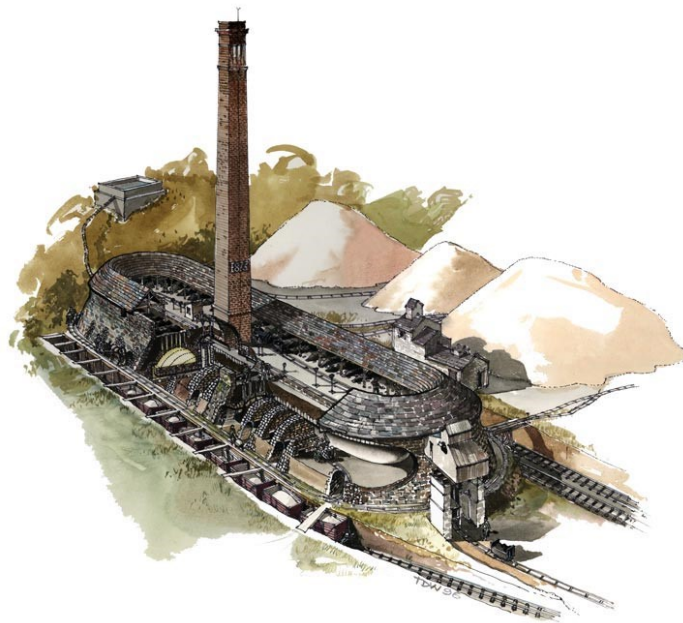
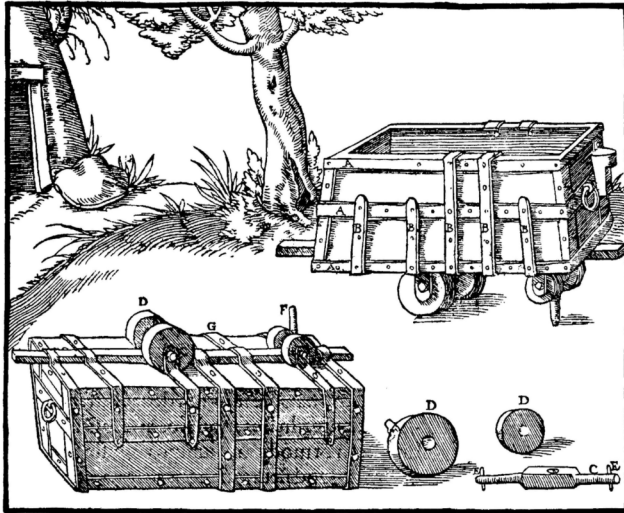


Illustration of the Hoffman Kiln at Langcliffe

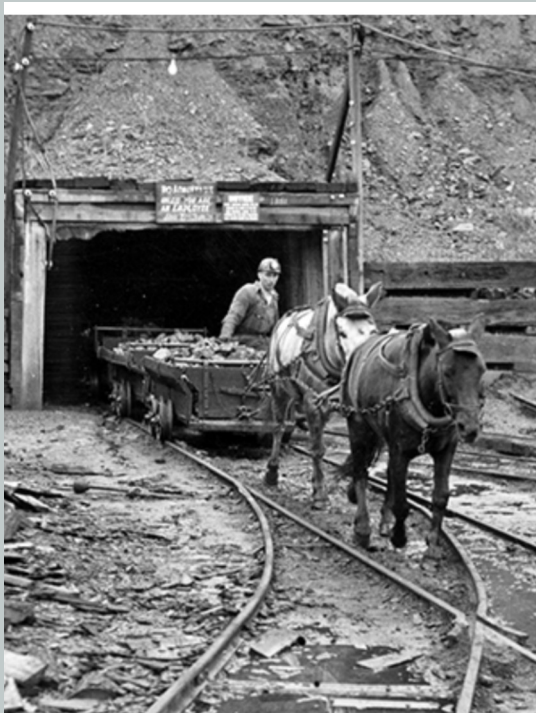
The remains of the kiln today





A—RECTANGULAR IRON BANDS ON TRUCK. B—ITS IRON STRAPS. C—IRON AXLE.
D—WOODEN ROLLERS. E—SMALL IRON KEYS. F—LARGE BLUNT IRON PIN.
G—SAME TRUCK UPSIDE DOWN.

Most early rail carts were simple affairs (above). They ran on rails of various gauges, (right). In parts of the Dales to this day some remains of old rails can be found. Though most rails have gone the routes they followed are still often visible.



The work of transporting extracted materials was arduous. The use of children in the mines was commonplace until legislation was passed which made this practice illegal.



Notes from Linda Dooks, Society Archivist

Archive Meetings

There will be no archive meeting at the beginning of January. The next one is on the 1st February and will include a meeting about the Battlefield And Devils Arrows Display boards. 2 pm in Boroughbridge Library



Battlefield and Devil's Arrows display boards - UPDATE

At the last meeting which was attended by member of the Battlefield Trust, Boroughbridge Town Council, Langthorpe Parish Council, Boroughbridge Walkers are Welcome, Brighter Boroughbridge and Boroughbridge Town Council it was decided to treat the display boards as two different projects one for the Battlefield boards and one on the Devils Arrows with separate funding being sought for each. This is mainly due to how the HBC 106 money from the new housing is allocated. Some funding is available for each project from Harrogate Borough Council and we are looking at seeking matched funding locally. If this is not achieved we would be looking at the possibility of applying for lottery funding.

If you are interested, able to help or have any ideas for funding please let us know.

Thank you for your continued support.

Battlefield Trust Study Day

Sunday 22nd March, 10.00 am to 4.30 pm, The Crown Hotel, Boroughbridge
Programme

Julian Humphreys - A national update on the work of the Trust

Geoffrey Carter - raising community interest in battlefields

Louise Whittaker - the Battle of Boroughbridge

Chris Rock - Battlefield commemoration and education

Nathan Amin, Author - The house of Beaufort

The cost is £20.00 including light refreshments or £30.00 inc buffet lunch

Booking is required by 31st January

Contact Louise.whittaker83@ntlworld.com

First Members of Parliament for Boroughbridge

It was the year 1299 in the time of Edward I that Boroughbridge first received a writ to elect two representatives to attend the parliament of the day.



Why Boroughbridge?

Why did the King choose Boroughbridge? From our standpoint over seven centuries later we cannot be sure, but the answer may lie in his conflicts with the Scots, and the wars he fought in his attempt to subdue Scotland after his successes in Wales. Besides being a warrior king Edward I was a very perceptive legislator who strove to bring law and order back to the kingdom after the chaos of his father's reign. He had enacted several new laws to improve justice and administration in the kingdom, and in 1295 he had assembled a large 'model' parliament which included 74 knights and 220 burgesses.

King Edward I His primary concern was undoubtedly to raise taxes to fund his war expenses, but equally such a gathering would also allow him to keep a wary eye on subjects from all parts of the kingdom, and to judge their mood in an age where the possibility of rebellion was real and never far away. In his three campaigns against the Scots in the second half of his reign he would almost certainly have passed through Boroughbridge. At that time at the turn of the century, before the devastation of later years it was a relatively prosperous small town based on its road and river transport links. He would undoubtedly have recognised its strategic importance as a transport hub, and it would have made sense to call for representatives from the town to the Parliament of 1299/1300. At that time the large industrial cities of today did not exist, and it was nothing exceptional for a small town like Boroughbridge to be nominated.

Voting Procedure

In those days there was no fixed procedure for voting in Parliamentary elections, but for Boroughbridge the right to vote was clearly specified, it was awarded to the male tenants of all the town's burghage properties. At that time there were some 65 burghage houses in the town, so the 65 male tenants were entitled to vote. They duly elected John Engleys and Nicholas son of Nicholas as their MPs. (note at that time the use of surnames was not yet universally established). No record is known to exist revealing how and where in the town the vote was conducted, who collected and recorded the votes, or whether the election was contested. It is likely that the vote would have taken place at a public gathering in the town, possibly in the Tollbooth, voting would have been by a show of hands, probably not contested, and in all likelihood the Borough Bailiff, perhaps one of the Tancred family would have announced the result and forwarded the record to the County Sheriff.

Records of the burghage houses which qualified for the vote did not survive. A strong possibility is that they would have been kept in Knaresborough castle, as the administrative centre of the Honour of Knaresborough, at that time including Boroughbridge. Unfortunately in 1322 John de Lilbourne, the keeper of the castle had sided with the Duke of Lancaster in the rebellion of that year and fearing a siege of the castle he burned all the castle's records, which may well have included the records of the qualifying Boroughbridge burghage properties.

This could explain why two and a half centuries later these specified burghage properties were only identifiable by the controversial 'memory of man'

Boroughbridge Downturn

In the years following this election the fortunes of Boroughbridge really took a severe turn for the worse, for several reasons. First of all there was famine due to crop failures, there was morain in the sheep from Fountains Abbey with loss of trade from the wool crop passing through the town. Then the competent King Edward I died and was succeeded by his son Edward II who ranked amongst the most incompetent and ineffective Kings of England. There the town was torched by the Scots, the battle of Boroughbridge took place and finally there was the devastation of the Black Death. All of these factors impacted severely on Boroughbridge, and one consequence of these calamities was that no further Parliamentary elections took place in the town for 253 years.

Despite the seemingly transience of this election, perhaps of relatively minor importance amongst the other significant events of the time, it was destined to have a profound impact on the town in later centuries.

